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THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VIII. NO. 20. CLEVELAND. O.. MAY 20. 1886. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

The local inspectors go to Port Clinton to-day on a tour of inspection.

Mr. N. Kelley, of Kelley's Island, has gone on a pleasure trip to Europe.

Schooners H. P. Baldwin and Gilmour received calking and necessary repairs on Smith's boxes.

Mr. John Thomson, engineers supplies, etc., has after three month's sickness recovered his health so as to be at the shop.

The schooner W. S. Crosthwaite, which started a leak off the port of Escanaba and put back, arrived Monday in tow of the tug Martin Swain.

The new steamer City of Cleveland will be here on the 26th. A large party of invited guests will go up on the steamer City of Detroit to meet her.

The following steamers took on fuel at Presley & Arthur's dock during the week thus far, Mills, Buffalo, Northerner, Arabia, D. W. Rust, W. L. Wetmore, S. Chamberlain, Syracuse.

At Globe Drydock the schooneas H. Fitzhugh and W. S. Crosthwaite had their bottoms recalked, and the steambarge Cormorant got a new wheel, new stern bearing and some calking.

Bassett & Presley, iron merchants, are supplying the steamer building at Radcliff's shipyard, and the new fire boat. They are also shipping large quantities of iron to shipyards up the lakes.

Coal freights out of this port continue firm and advancing. The southwest was chartered at 70 cents to Chicago and other vessels are loading at a quiet 65 cent rate and 60 to Milwaukee.

The schooner Lafrinier, ore laden, stranded at the head of the Beavers in a dense fog Tuesday night. Captain Becker secured the services of the tug Leviathan at Cheboygan. The schooner is doubtless off ere this without damage.

C. Champness is building a fine model steam yacht for C. G Oorth, of this city. The dimensions are 26 feet 11 inches over all, 5 feet 8 inches beam, and 2 feet 11 inches depth. The engine is 4 by 4. Mr. Champness is also building five yawls; and four small boats for Captain Wilson's new steamers.

The Globe wheel is rapidly coming into favor with masters and owners. The Wm. Chisholm made the run from Chicago to Buffalo in seventy-two hours, the Egyptian from Buffalo to Cleveland in fifteen hours, and the V. Swain made extra good time on the way down from Marquette, all with Globe wheels. The Kalkaska replaced a Globe wheel with one of another make, but the new wheel fails to increase her speed.

Geo. Saal's Son, manufacturer of copper, tin and sheet iron work, and dealers in vessel supplies, stoves, tinware and hardware, 403 and 405 Detroit street, has fitted the following vessels with his goods. Steamer Oscar Townsend, Beach patent tin casing over boilers; steamer Havana, Beach patent, and copper pipe and scuppers; steamer Sparta, Beach patent over boiler and copper pipe and scuppers; steamer Vienna, Beach patent over boiler and copper pipe and scupper; steamer Tuttle, patent Beach covering over boiler. The new boat James Pickands, owned by Moore & Bartow and others all the copper and piping and a complete kitchen outfit.

The new steamer James Pickands will be launched at Quayle's shipyard on Saturday, May 22, at 3 p. m. Her dimensions are; keel 232.6 feet beam 40 feet, depth 19.2 and custom house measurement 1545.90 gross, 1318.69 net. Her carrying capacity will be 1900 tons. Her machinery is a duplicate of that in the Kasota tandem compound condensing engine, cylinders 28 and 50 by 42 inches. She will be commanded by Captain Smith Moore, C. G. Ennis first mate, Thomas Ellen second mate; J. P. Swain engineer and C. Roe assistant. The owners are John W. Moore, John H. Bartow, James Pickands, (after whom she is named) A. L. Manning, Thomas Fitzpatrick, and Wm. Quayle. The steamer is built on honor in every respect and sustain the high character of the work turned out by the Quayle Brothers, and cannot to-day be duplicated for the same money.

The life savers, Captain Goodwin, had two rescues this week, one of four people who were thrown into the lake by the capsizing of a boat when they thought they were having fun, the other of two boys, by the capsizing of a cat rigged sail boat. It is in order to say that those people who think they must take a bottle of whisky when they go on the lake in a small boat should not go.

CHICAGO.

Special to the Marine Record.

L. B. Presley, of the firm of Presley, Arthur & Company, coal merchants, is in this city, and has purchased the tug Paddy Murphy from George Gilman.

The schooner M. F. Butters, Captain Cowles, arrived from Ludington with timber and lumber Sunday. She has made a very successful voyage since she left this port, with 20,000 bu. wheat for Buffalo. She picked up a tow in the Straits, the schooner R. B. Hayes, and towed her as far as Point au Pellee, and after discharging her cargo at Buffalo she proceeded to Cleveland, light, and loaded 720 tons of coal at that port for her owners at Ludington. She would have done nothing had she remained on her usual route to this port in consequence of the strike.

The schooner Harvey Bissell, Captain Samuel Murdoch, received fore and main top masts while in port which made her look like herself again. She loaded 36,000 bushels of grain for Midland at 2 cents, and left Tuesday night.

The passenger and freight propeller City of St. Joseph has commenced making triweekly trips between this port and South Haven. She has received a new boiler 8x14, 5/8 steel, made by Johnson Brothers, the well known boiler-makers at Ferrysburg, Mich.; also, a new steel crosshead and an independent cut off, and has been elegantly fitted out for the comfort and convenience of passengers. Captain Alex Elton is in command again, his son William mate, the brothers Joseph and Wm. Martin engineers, Chas. Williams, son of her owner, clerk, Morris Mottz steward.

Dunham & Hoit, ship chandlers, shipped to Milwaukee last week, one of the American Ship Windlass Company's power capstans, to be placed on the new steambarge W. J. Carter, recently launched at Wolf & Davidson's shipyard. This firm will also furnish one of the American Ship Windlass Company's No. 3 ship windlasses for the new passenger steamer which is building by J. P. Smith for A. Booth & Sons. The new steamer is getting on rapidly and will be completed in July. She is 175 feet in length and her model is perfect, and she should be very fast with the powerful machinery which will be placed in her. Captain Buscey will command her.

At the Chicago Drydock Company's the schooner Ellen Williams was in dock for calking; the steambarge C. Hickox for repairs to her seacock; the schooner Kate Hinchman for calking; the schooner Golden Fleece had her center board box calked; the schooner H. W. Sage received a new timber head; the schooner Harvey Bissell was supplied with a new fore top mast; the steamer John A. Dix is having alterations made to her cabins and is being converted into an excursion steamer.

Over a million bushels of grain are reported to be en route from Chicago to Montreal, and the prospect for large grain shipments from that port is regarded as good.

There was a decline in grain freights Tuesday in consequence of the large amount of tonnage in port. Freights are now quoted at 3c on wheat and 2¾c on corn to Buffalo, 5½c to Kingston, 2c to Georgian Bay ports.

Lumber freights are nearly at a stand still in consequence of the strike, but hopes are entertained of a speedy renewal of business, as many of the yards have their employes at work to day (Wednesday.)

The men at the Chicago Drydock Company's have gone back to their old time and wages, ten hours per day, with $2.75 wages. A meeting of the members of the seamen's union was held Tuesday night, and wages were fixed for the first time this season, at $2.00 per day for sailors out of this port.

The propeller Peerless, Captain McIntyre, arrived Monday morning from Duluth, having completed a very successful round trip, the first this season. She was delayed by the ice three days, about half a mile outside of Duluth harbor, going up. She left this port again on Wednesday afternoon with passengers and freight.

Captain C. H. Sinclair, superintendent of the Chicago Tug Line will succeed Captain J. Warren as inspector of hulls of Chicago district. Captain Sinclair has received very many congratulations from his friends who all wish him success in his new appointment.

Captain D. Curran of the steambarge C. Reitz, met with a serious accident, when trying to get on board a street car last Saturday he fell and sustained a fracture of his right leg which will incapacitate him from service for a considerable time, his son took command of the steambarge. The schooner Cape Horn, Captain Nels Peterson made a very successful trip to Buffalo with oats and brought back a cargo of coal to Racine, arriving there Wednesday last.

At Miller Brother's drydocks the schooner L. J. Conway is receiving repairs, two new masts, top masts, bowsprit and jibboom, the tugs Chicago and Humphreys and the schooners Ralph Campbell, Charles Marshall, Vermont and Ebenezer were in dock to have leaks stopped, the schooner Minnie Slauson was in for calking, the schooner E. R. Blake receiving a new main mast and top mast, the tug C. W. Parker for repairs, the steam pleasure yacht Pearl was at the derrick to have her stern bearing fixed.

The steamship William Edwards and consort Golden Age arrived here Monday, light, from South Chicago, to load grain at this port.

Mr. George A. Cameron, bookkeeper at the V. O. T. Company's, became father of a fine daughter Tuesday evening.

WILLIAMS.

DULUTH.

Chief Deputy Inspector Sheley has published a notice for grain merchants stating that "to avoid mistakes and unnecessary delay, parties calling for cargo certificates will please present a statement from the elevator company giving the number of bushels and grade of the grain shipped and also what part of the vessel it is contained in."

The Sun gives the following account of the ice blockade off that port on the 11th: About noon the ice had become so loosened up by the wind that the great iron bottomed barge Devereux, cleared her way through it, and the rest of the beleagured vessels followed her in. It is the Devereux' first trip to Duluth. Close to her came the City of Rome, towing the schooner Red Wing. The steamers Jay Gould and Fremont went to the aid of the Peerless, and finally brought her out of difficulty, but not until the tug J. L. Williams, the Cora B., with several scows in tow, Williams, Upham & Co's dredge, No. 3, the Eliza Williams, and the J. H. Upham Jr., which had been out, to the assistance of the fleet, came in, followed shortly by the J. W. Eviston, loaded with the products of a successful fishing trip. At one time during the morning, twenty-three boats were counted in sight from the plateau upon which stands the court house.

M. E. Chambers, has bought five of the cable boats that were used several years ago for towing canal boats on the Erie canal. Two of them are in shape with engines and boilers, and these will tow the other three up. They expect to start early next week, and are to be used for towing stone scows from points on the St. Louis River to Duluth.

EAST SAGINAW.

Special to Marine Record

The barge Buckeye State, owned by Rust & Company, and under the command of Captain Henry Balfour, arrived at the company's mill on Wednesday morning last and commenced loading. About 11:30 a belaying pin fell overboard, and John Bernier, a sailor, informed the male that he would go over the side and get it. The officer told him not to mind it, as they could go in the yawl in a little while and secure it, but Bernier persisted, and making fast the end of a rope, went down over the side of the vessel and reached the pin. He was unable to climb to the deck with it, however, and called to the mate, Oliver Levoir, to help him. Levoir got over the side of the vessel and slid down the rope which not being strong enough to hold them both, parted, letting them in the river. Neither of the men could swim, and Bernier sank to the bottom and never came up. The mate came up twice and as he was going down the third time, a young man climbed over the side, and hanging to the broken rope, held his foot for the drowning man to catch hold of, which he did, with his teeth, and hung on until a ladder was put down and he was rescued. After two hours' dragging, the body of Bernier was recovered. The deceased was 19 years of age, and a son of a Quebec ship owner, and this was his first trip, having shipped at Cleveland a short time ago. Captain Balfour paid the expense of sending the boy's remains to his home at Cape St. Ignace, Lower Canada.

The new yacht that has been built for Messrs. Jos. Stringham, Wayne Choate, and Dr. C. H. Sample, by Captain Edwards and Jas. Puller, the builders of the fine steam launch, Laura M., is completed. The boat is 35 feet over all, 9 feet, 6 inches beam, and 4 feet depth of hold. The vessel is built entirely of oak beneath the water line, and when fitted up as her owners intend, she will be the queen of the river. She is painted a jet black with a gold stripe, and is called Juno. She is rigged with a jib, mainsail and fore stay. Her cabin contains four berths. The kitchen is fitted with all the modern improvements and all the facilities for living in true yachting style will always be found on board. She is to be kept at Heisterman's island during the season, and her owners will make it their headquarters.

Frank Leslie's boat house and boat repairing shop were burned to the ground on Wednesday last. He had a small insurance.

BAY CITY.

F. W. Wheeler's new passenger propeller Ossifrage was launched at his yard on the 11th in the presence of a large assemblage. The boat entered the water stern first, and, as this is out of the usual line at Wheeler's, it was looked upon with unusual interest. The new craft is a handsome model, and will be a splendid boat for outside work. She is 120 feet in length, 28 feet beam' and 10 feet hold. She has the 22x24 engine taken from the tug Laketon. Her boiler is 7x14 feet. She has very ample cabins, eight state rooms, and plenty of room outside. No pains have been spared to make her a complete passenger day boat. She left port Saturday for Alpena to go upon the Black river and Alpena route in connection with the Detroit, and Bay City & Alpena railroad. Captain Byron Armstrong will sail her.

MARITIME LAW.

COLLISION—NEGLIGENT NAVIGATION—STEAMER STARBOARDING AND ATTEMPTING TO CROSS BOWS OF ANOTHER STEAMER—MUTUAL FAULT—DIVISION OF DAMAGES—THE CLARION.

District Court E. D. Michigan. January 23, 1886.

This was a libel for a collision between the railway transfer steamer Landsdowne and the propeller Clarion, which occurred early in the morning of July 15, 1885, in the Detroit river, opposite the premises of the Michigan Central Railroad Company, in the city of Detroit. The libel averred that the Lansdowne left her slip on the American side of the river about half past 1 in the morning, laden with a train of passenger cars, and took her course diagonally across the river for her slip upon the Canada side, nearly two miles above her point of departure. When about the middle of the river, and somewhat on the Canadian side, and a little below the Canada Southern railway slip, she met the Clarion coming down the river exhibiting her white and red lights. The Lansdowne blew one blast of her whistle, and ported. The Clarion did not reply at once, but kept on showing her red light until within a short distance of the Lansdowne, when she blew two blasts of her whistle, and suddenly changed her course, exhibiting her green light, heading apparently for the bow of the Lansdowne. It was then too late for the Lansdowne to change her course, but she immediately blew another signal whistle, and reversed her engines. The Clarion came on, however, showing both colored lights, and struck the Lansdowne upon her port wheel house, doing damage to a large amount. The case of the Clarion was that after passing Belle Isle, above the city on the Canada side, she ported, and drew over to the American side of the river, within five or six hundred feet of the docks along the front of the city, for the purpose of calling the attention of her Detroit agents to the fact that she was passing the city, as was the usual custom with that line of boats; that having given her signal of four long and four short whistles opposite the office of the company, she starboarded for the purpose of clearing the "middle ground" opposite the Michigan Central Railroad freight house and resuming her course down the river on the Canadian side; that about this time she heard a single whistle from the Lansdowne, which was coming up the river on her starboard bow, showing both her colored lights, the Clarion then showing her white and green lights to the Lansdowne; that deeming it impossible to port and pass the Lansdowne on the port side on account of the proximity of the middle ground, the Clarion immediately replied with two blasts, when the Lansdowne again sounded a single blast, and the Clarion thereupon at once stopped and backed; that up at the time the Lansdowne sounded her second signal she was approaching on the starboard bow of the Clarion, but soon thereafter she ported, and shot across the bows of the Clarion.
soon thereafter she ported, and shot across the bows of the Clarion, and so brought about the collision.

The court was assisted upon the argument by Commander Cook, of the navy, and Captain Warner, of the revenue marine, sitting as nautical assessors.

H. A. Harmon and H. H. Swan, for libelant.

Moore & Canfield, for claimant.

Brown, J.

We have found but little difficulty in reaching a conclusion in this case. Indeed, there is no such dispute with regard to the facts as would affect materially the result. We think the Lansdowne left her slip about the time the Clarion passed the dock of Mr. Chesebrough, the agent of the line, and that her failure to hear the eight signals of the Clarion was owing to the fact that the attention of her master and crew was diverted, or rather was not fixed upon the approaching vessel, until she had left the slip, and that very soon after that she sounded her signal of one whistle.

So far as the locality of the collision is concerned, I am advised by the nautical assessors that in their opinion it took place between the Michigan Central railway elevator A and the Canada Southern slip, on the opposite side of the river, and at a point somewhat upon the American side, with room, however, quite sufficient for the Clarion to have passed down between the Lansdowne and the middle ground, which lies immediately off the freight depot of the Michigan Central railroad. I am quite satisfied with their conclusion upon this point.

There is one fact developed by the testimony which we regard as the pivotal fact in the case, and one of much more importance than the mere question of locality; and that is that at the time the Lansdowne blew her first whistle she was showing both her colored lights to the Clarion, and we also think that the Clarion was probably showing both her colored lights to the Lansdowe although it is claimed by the Clarion that the Lansdowne was then upon her starboard bow, in which case the Clarion would only exhibit her green light. The two steamers then were approaching either end on, or nearly end on, within the eighteenth rule, or were upon crossing courses within the nineteenth rule, the Clarion having the Lansdowne upon her starboard side. In either case, it was the duty of the Clarion to port, or at least to keep out of the way. So, too, upon either theory, the Lansdowne was perfectly justified in blowing a single whistle and porting. Assuming that she was keeping somewhat on the American side, we do not find that there is any rule or custom that would forbid her taking that course, provided she left sufficient room to permit the Clarion to pass down upon the port side. Even if we were to confine ourselves to the testimony of Captain Harriman, and find the collision took place on the American side of the river, we do not feel bound to condemn the Lansdowne.

Upon receiving the single whistle of the Lansdowne, it was the clear duty of the Clarion to answer at once with one blast of her whistle, and to keep down on the American side of the channel. The Lansdowne was bound to give her room enough for her to pass down between her and the middle ground, and the Clarion was bound to presume that she would do so. Even if the master of the Clarion was afraid he would be crowded too far over upon the American side, he should not have starboarded, but should have stopped, or possibly stopped and reversed at any rate he should have stopped, and the very worst that would have happened to him would have been to drift ashore on the middle ground, from which he he conld have been gotten off with little or no loss. In any view of the case, it was a gross fault upon the part of the Clarion to blow two blasts of the whistle and starboard her wheel. In so doing she acted at her peril, and must be held answerable for the consequences. Bearing in mind that the two steamers were approaching eaeh other at a combined speed of 20 miles an hour, and that they must have been less, than a mile apart at the time the Lansdowne blew her first signal, the chances of the Clarion crossing the bows of the Lansdowne before the latter reached the intersection of the two courses were very slight. I know of no case in which a vessel has been justified in disregarding a proper signal from an approaching vessel, and proposing a departure from the rule of the road, after such approaching vessel had signified her desire to adhere to it.

In the case of the Milwaukee, Brown, Adm, 313, 321, it was held by this court that the burden is upon a vessel claiming a departure from the statutory requirement to prove "(1) that a proposition to depart from the statute was made by her by means of signals prescribed by rule of the supervising inspectors, and in due season for the other vessel to receive the proposition, and act upon it with safety; (2) that the other vessel heard and understood the proposition thus made; (3) that the other vessel accepted the proposition." "These facts," says Judge Longyear, "must be made out by clear and satisfactory proofs. They must not be left to inference. The statute in question is one of vital importance for the protection of life and property upon the waters, and it will not do to hold a party b'ameless for a departure from its plain provisions upon a plea of an agreement or license to do so, except where such agreement or license is admitted, or is made out beyond all reasonable doubt by clear and satisfactory proof. Where the agreement is denied, and the evidence is conflicting and contradictory, and does not clearly preponderate in favor of such agreement, the statute must govern, and the responsibility of parties must be determined accordingly.' I regard this as a sound enunciation of the law upon this subject. In this case the proposition to depart from the statute is the more excusable from the fact that the Lansdowne had already signified her intention to adhere to it.

We do not wish to be understood as extenuating in any degree the obvious fault of the Lansdowne in sailing without a lookout. We have no doubt that, having regard to the number of vessels in the Detroit river, to the valuable lives that the Lansdowne had on board, to her great size and speed, and the tremendous energy with which she moved, that it was grossly careless for her to navigate without a lookout, and we should promptly condemn her in this case did we find that this contributed to the collision; but we think that in her management, in the course she took, in the signals she gave to her wheel, to her engineer, and to the approaching vessel, she was guilty of no fault. She appears, too, to have sighted the Clarion as soon as she left her slip. In this connection I call attention to the language of Judge Woodruff in the case of the Comet, 9 Blatchf. 329, in which he says that where one vessel has been guilty of a clear fault, there should also be clear evidence of a contributing fault on the part of the other vessel in order to divide the damages. "It should not be enough that they make the care and skill and good management of the other vessel doubtful." We are unable to put our finger upon any fault committed by the Lansdowne, aside from the technical one of being insufficiently manned.

There must be a decree for the libelant, and a reference to a commissioner to assess the damages.

LIGHTHOUSE ILLUMINANTS.

At the meeting of the London society of arts held on March 10, Mr. E. Price Edwards read a report of the experiments on lighthouse illuminants made at South Foreland during 1884-85. The experiments show that in clear weather all the lights—electric, gas, or oil—were too good, and that for merely sending an effective beam of light to the horizon on a dark, clear night, no one was really better than the other, although it should be said that the electric light used, on account of its dazzling brilliancy, was regarded as a nuisance rather than otherwise by mariners in the near neighborhood of South Foreland. It is quite certain that for clear weather the lower powers of any one of the illuminants would be sufficiently serviceable for the requirements of the mariner.

The oil and gas lamps were rendered thus effective by superposing one upon another series of flames. It was found, that, in respect to the adaptability of the lights for occultations,—one the distinctive characteristics used for lighthouses,—gas was especially available, as by simply turning off the supply an occulation is promptly produced in an economic and an effective manner; whereas, with the electric or oil lamp, the use of a revolving screen was found most suitable. For colored sectors, on the other hand, the electric light is most serviceable, as, on account of its small surface, the change in color may be made more abruptly.

The general results of the observations in hazy weather show incontestably that a single electric light greatly excels the most powerful oil or gas light in penetrating power. In an actual fog the electric also holds its own. The experience of fogs at South Foreland was not large, but was sufficient to furnish available comparisons; and it was proved beyond question, that the single electric light pierces a greater depth of fog than the highest power available of either gas or oil, but in heavy fogs the mariner would not derive the slightest advantage from any of the lights used. The recorded distances to which lights were carried, or where they were picked up, in heavy fogs, range mostly from seven-hundred to two thousand feet; and the superiority of the electric light is determined by penetrating two hundred or three hundred feet farther than the gas or oil light. The most powerful electric light was shut out on one occasion at fourteen hundred and fifty feet, on another at fifteen hundred, another at seventeen hundred, another at fifteen hundred, and another at thirteen hundred feet. It will be plain to all that no mariner could be benefited by a light which was not visible at such distances from the lighthouse; and, for the purpose of navigation, a difference in the visibility of the lights of two or three hundred feet is of no value whatever.

One fact stands out prominently; viz., the greater ratio of absorption by the fog of the electric rays as compared with that of the gas or oil rays. Fortunately for the electric light, as shown at South Foreland, it possesses a large reserve of initial intensity, which enables it, notwithstanding its much greater proportion of loss by absorption of its more refrangible rays, to penetrate farther than the other luminants. With three lights of equal candle power,—one electric, one gas, one oil,—exhibited in a foggy atmosphere, there is little doubt that the electric will be eclipsed at a much shorter distance than the others. But as an electric beam can be made so much more intense than it is possible to make the gas or oil beam, the electric light, though heavily handicapped by its competitors, by the very superabundance of its own luminous energy, may be made to penetrate the farther.

The experiments have also shown clearly that the lights from gas and oil are very much alike in illuminating power; indeed, under some conditions, the oil-flames seem to be rather the better. They have also shown that the oil lights can be superposed with the same facility as the gas lights. As yet, no oil-flame has been brought to the enormous size of the 108 jet burner; but, as this enormous size of flame is not required, the difficulty is of no great consequence. As the two lights were shown to be so nearly equal, the questions of convenience and economy assume the greater importance in connection with their relative merits as lighthouse illuminants.

The final conclusion of the experimenters was, that, for the ordinary necessities of lighthouse illumination, mineral oil is the most suitable and economical illuminant, and that for salient headlands, important land falls, and places where a very powerful light is required, electricity offers the greatest advantages.—*Science.*

THE PROVIDENCE WINDLASS.

The following vessels have ordered and will receive the Providence windlass this year, made by the American Ship Windlass Company, Providence, R. I.:

Steamers: City of Cleveland, Detroit & Cleveland Steam Nav. Co.; Simon Langell, St. Clair, Mich.; City of Duluth, Buffalo, N. Y.; Susquehanna, Buffalo, N. Y.

Steamer building at Chelsea, for Old Colony Steamboat Co.; at Detroit, by Detroit Drydock Co., for Eddy Brothers; at Trenton, by John Craig, for D. Whitney and others; at Wilmington, by Harlan & Hollingsworth Co, for Siam; at Philadelphia, by Wm. Cramp & Sons Co., for Morgan line; at Philadelphia, by Wm. Cramp & Sons Co., two for W. P. Clyde & Co.; at Mt. Clemens, by Wm. Dulac, for Tonawanda Barge line; at West Bay City, by James Davidson; at Cleveland, by Globe Iron Works, for Thos. Wilson; at Cleveland, by Thos. Quayles' Sons, for Thos. Wilson; at Wilmington, by Harlan & Hollingsworth Co.; at Portland, Oregon, Oregon Railway & Nav. Co.; at Milwaukee, by Milwaukee Shipyard Co.; at West Bay City, by Frank W. Wheeler; steamer Crawford, U. S. Revenue Dept.

Ship Grandee, Portsmouth, N. H.; steam tug Chas Pearson, Boston Tow Boat Co.; steam tug building at Wilmington, by Harlan & Hollingsworth Co.; schooner building at New Haven by Henry Sutton; schooner building at New Haven, by John Doyle; schooner building at Bath, by New England Shipbuilding Co., for J. B. Phillips; schooner W. H. Keeney, Jersey City, N. J.; schooner Calvin F. Baker, Boston; schooner R. G. Whilden, Somerset, Mass.; schooner building at Noank, by Robt. Palmer & Sons, for the U. S. Fish Commission; schooner Lemuel Hall, Fall River.

Barges: Electra, Staples & Phillips, Taunton; Expounder, Eastern Transportation line, New York; Mary Whitridge, Boston Tow Boat Co., Boston; Laurens, Boston Tow Boat Co., Boston; one building at West Bay City, by Frank W. Wheeler.

Steam yachts: Reva, Mr. Pierre Lorrillard; Dagmar, Mr. Geo. Beck; Talisman, Mr. John W. Slater; one building by Wm. McKie, East Boston; two building by Wood Bros., East Boston; two building by G. Lawley & Son, South Boston.

Yachts: Hope Leslie, building by C. B. Harrington, Bath, for Wm. Minott Boston; one building by Henry Piepgras, Brooklyn, for W. E. Iselin, New York; Atlantic, building by John Mumm, Brooklyn; Ambassadress, Mr. Nathaniel Thayer, Boston; Intrepid, Mr. Lloyd Phenix, New York; Nooya, at New York; one Manning, Maxwell & Moore.

Car float, Pennsylvania R. R. Co.

The senate committee on commerce has voted to make a favorable report on a new Atlantic and Pacific ship railway bill as a substitute for the original ship bill. Engineer Eads, and such others as may be associated with him, are created a body corporate with the title of the Atlantic & Pacific Ship Railway Company, with power to issue capital stock and bonds not to exceed in the aggregate one hundred millions. The United States obligates itself to pay to said company, for a period of five years after the ship railway shall have been completed and tested, any sums of money required to make two-thirds of the net revenues of said company amounting annually to the sum of $3,500,000, provided that the total liability of the government shall in no case exceed the sum of $7,500,000.

HOW COLUMBUS FOUND AMERICA.

The following story comes from a school in the Midlands. The master told the boys of the third class to write a short essay on Columbus. The following was sent up by an ambitious essayist: "Columbus was a man who could make an egg stand on end without breaking it. The King of Spain said to Columbus, 'Can you discover America?' 'Yes,' said Columbus, if you will give me a ship.' So he had a ship, and sailed over the sea in the direction where he thought America ought to be found. The sailors quarreled and said they believed there was no such place. But after many days the pilot came to him and said, 'Clumbus, I see land.' 'Then that is America,' said Clumbus. When the ship got near, the land was full of black men. Clumbus said, 'Is this America:' 'Yes, it is,' said they. Then he said, 'I suppose you are the niggers?' 'Yes,, they said, 'we are.' The chief said, 'I suppose you are Clumbus.' 'You are are right,' said he. Then the chief turned to his men and said, 'There is no help for it; we are discovered at last.' "—*London Standard.*

FARM FOR SALE.

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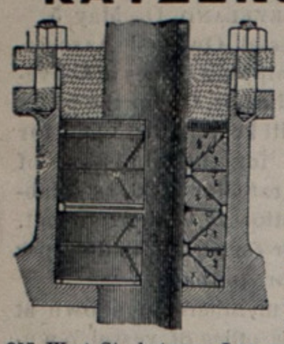

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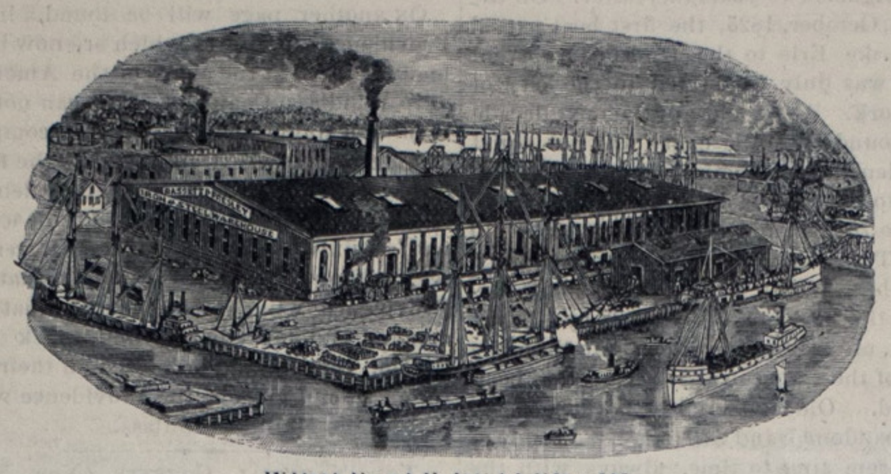

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Messrs. F. & H. Born. Cleveland, O., Jan. 26, 1886.

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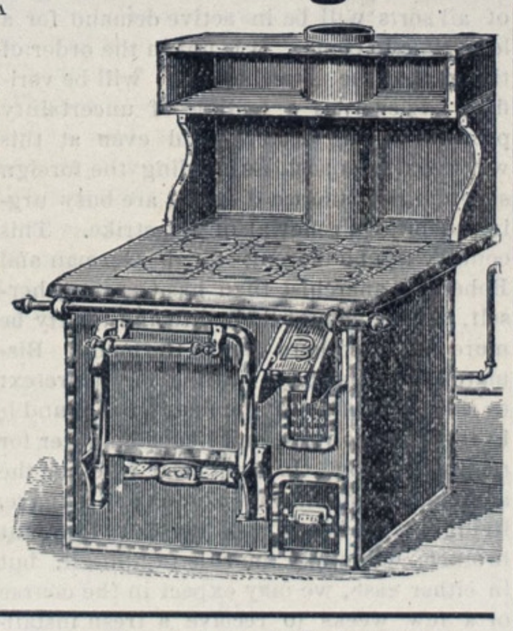
Superintendent Tuscarawas Children's Home.

Messrs. F. & H. Born, Cleveland, O., Feb. 1, 1886.

Gentlemen.—In reply to your favor I would state that we have had in use two of your No. 9-18 Double Oven Steel Plate Ranges in our restaurant for the last six months, and find that they do all you claim for them. We can cheerfully recommend them to anyone in need of a first-class, durable and economical Range.

Yours respectfully, RICHARDS & McKEAN.



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Eastward.	Arrive	Depart.
No 4, Fast Limited Express.....	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express.....	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation.....	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 50 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 50 A M
No 12, N Y & B Fast Express.....	*2 10 P M	*2 45 P M
No. 14, Special New York Ex	.....	3 00 P M
No 2, Night Ex via Norwalk.....	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky...	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express.....	*12 15 A M	*12 25 A M
No 23, Mich Express via Sandusky	*2 15 A M	
No 3, Chicago Express via " ..	‡6 00 A M	6 30 A M
No 25, Mich Accom Norwalk.....	.....	†6 30 A M
No 21, Toledo Ex via Norwalk...	†12 50 P M	†3 30 P M
No 5, St Louis Ex via Sandusky..	*10 50 A M	*11 00 A M
No 9, Chi Pac Ex via Norwalk.....	6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only...	.....	†4 30 P M
No 27. Conneaut Accommodation	†8 10 A M	.....

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Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

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EASTWARD.	Arrive.	Depart.
Buffalo Passenger	*10 40 A M	*10 45 A M
Chicago Passenger.....	*9 00 P M	.....
Local Freight	* 4 40 A M	* 5 45 P M
WESTWARD.	Arrive.	Depart.
Chicago Passenger	.....	*6 45 A M
Fostoria Passenger	*4 46 P M	*4 51 P M
Local Freight.....	* 5 00 P M	* 5 50 P M

ROCKY RIVER ACCOMMODATION.

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Marine Record.

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A. A. POMEROY, EDITOR AND PROP'R

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SARNIA, ONT.—D. McMasters.

Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, MAY 20.

ENLARGEMENT OF CANAL LOCKS.

The Cutler bill, providing for the enlargement of locks on New York canals, three on the Oswego and five on the Erie, has passed the assembly of that state, and is before the governor for approval. Under its provisions the superintendent of public works is authorized and directed, before the opening of canal navigation in 1887, to cause to be lengthened one tier of the following specified locks on the Erie and Oswego canals: Locks 47, 48, 49, 51 and 52 of the Erie canal, and locks 3, 4 and 5 on the Oswego canal; said locks to be lengthened and constructed as to be 220 feet long and not less than eighteen feet wide in the clear, and to conform to the length and breadth of the berm experimental lock, No. 5, on said Erie canal. The people of New York have been much divided in sentiment upon this question, it being held by some that the general government should take the improvement in hand, as the canal was a waterway of national importance and free to the commerce of the country; others holding that the state of New York should bear the expense, as it was originally constructed by the state and was an institution which had added much to her prosperity and in which she took great pride, while still others held that the canal had passed its days of usefulness, and, as a matter of economy, might be permitted to go down to decay without being missed by the business or commercial interests of the country. This latter argument shows the cloven foot of railway influence, as in case the latter disposition had been allowed to prevail, there could be no limit to their arrogance and exactions, no competition for the through traffic of the country, no regulator of tolls. While the number of locks to be enlarged is limited, the move can only be viewed as an experiment, it can be believed that it will be a successful one and will serve to demonstrate that the action will benefit the whole country to such an extent that the enlargement of all the locks on the route will be practical and follow in natural sequence. We, therefore, rejoice with the people most interested in the continued usefulness of this great regulator, that the improvement is to be speedily sanctioned by the state authorities. The bill, as passed, proposes to double the length of the locks, in order that two boats may be passed at once, that is a steam canal boat and consort, without uncoupling, which will very materially lessen the time now occupied in making the distance between the terminal points. The particular locks chosen for enlargement, those in and near the city of Syracuse, the middle section, will make it possible for steamers with consorts to pass seventy-five miles without uncoupling. Therefore, the natural result of the legislative act will stimulate the construction of steam canal boats and thus render Erie canal equal to any demands that may be made upon it. With the addition of one foot in depth, which will surely follow, together with the enlargement of all the locks, when the success of the experiment is demonstrated, the canal will give satisfaction to the utmost test without expense to the present owners of boats, as the boats now have capacity for carrying fifty tons more than the present depth allows them.

The construction of the Erie canal was commenced on the 4th of July, 1817, in the neighborhood of Rome, and the middle section, between Syracuse and Onondaga lake, was navigable two years thereafter. On the 26th of October, 1825, the first boat passed from Lake Erie to the Hudson, an event which was duly celebrated in the city of New York. At the close of the next decade it was found that the canal was not equal to the demands of commerce, and a bill was passed to increase its depth to seven feet, its width to 70 feet, and the locks to 18 by 110 feet. This work was not completed until September, 1862. This enlargement permitted the passage of boats 98 by 17½ by 6½ feet, or 225 tons. Since that time the policy of the state toward the canal has been modified. Old and useless branches have been abandoned and the tolls have been reduced from time to time, always with the effect of lessening the cost of transportation, until now it is entirely free, if we may except the toll of the elevator ring at Buffalo, which, in the event of the great improvement contemplated and the liberal policy of the state, the people of New York should demand to have legislative action on. If that ring will not lessen their manifold charges, exorbitant in every case, let the state legislature remove them, or let boatmen go around the ring, form a company, build a number of iron transfer barges on the pneumatic system and a number of iron tanks or storage bins, to be controlled by lake and canal men, and make Erie canal free in fact as well as in name.

THE BOHEMIAN.

It is said that with the ending of the lumber strike in Chicago, the lumber carrying trade will soon be restored to its normal condition, and that hundreds of vessels, which have been delayed at ports on the east shore and the west shore, will be put in commission this week, and thousands of idle seamen will thus be afforded employment. It is impossible to estimate the cost of this strike to the lake marine alone. Hundreds of vessels have been compelled to remain in ordinary, some light and others loaded, for nearly two weeks, thus losing the profits of one or two trips to their owners. Some vessel owners are hopeful that the resumption of the lumber business will be marked by an increase of freight. Lumbermen themselves are divided on this point. One party claims that the strike has weakened the market and that there will be very few purchases for some time to come. Still another party claims that the market has been strengthened by the strike, and that cargoes of all sorts will be in active demand for a long time to come. It is not in the order of things that the latter opinion will be verified, however, as a feeling of uncertainty prevails among dealers, and even at this writing the anarchists leading the foreign sheep in the lumber districts are busy urging them to a renewal of the strike. This country has no more use for the German and Bohemian anarchist than has Germany herself, neither should their life and liberty be more respected here than in Germany. Bismarck, who has been waiting for a pretext to rid his country of the fiends, has found it in the Chicago riots, and issued an order for their expulsion. It is not clear whether the anarchist, who is always a crank and a knave, living by the industry of his more ignorant brother, will apply the rule to himself, but in either case, we may expect in the course of a few weeks to receive a fresh installment of these "friends of the working man," these intellectual Bohemians, on our shores, as this is a free country and our institutions offer an asylum to the oppressed of all nations.

Congress, now in session, should, without delay, take cognizance of this pronunciamento of Bismarck, and anticipate the result by passing an act similar to that which prevents Chinamen from flocking in; give us a stringent law that will forever prevent them from landing; give us a free country where our American workmen can be protected, not one where they are at the mercy of the foreign element.

MESSRS. R. MCNIFF & SON are putting range lights at the southeast bend of St. Clair flats so that all vessels can run the flats at night, and as soon as located they will print description, how located and the manner of using them. These gentlemen will also have printed a chart of the river, and the exact way of distinguishing and running lights, a copy of which will be put on board of all steamers and vessels passing up or down, and notify all passing boats of any jam or obstructions that might prove fatal if masters are not made aware of them. It is thought that this will be of sufficient service to owners, insurance companies, captains and pilots, to receive patronage enough to make it an object to these gentlemen to take the most careful measures to keep them posted on all that might transpire to their detriment.

ON another page will be found a list of Providence windlasses which are now being manufactured at the shops of the American Ship Windlass Company. We can not call to mind a single instance of any company dealing in goods that appertain to the fitout of a ship that is in such universal demand or the merits of which owners are in accord with so universally. Readers will readily see, without any words of ours, that the Providence windlass is the one that is in demand and for efficient and quick work the one that should be placed on their vessels. Do not mistake the Providence windlass for the Manton windlass.

THE NAUTICAL GAZETTE (New York) comes to us this week in a new and hand some form. It has been enlarged to sixteen pages, all of which are filled with matter of interest to those for whom it prints, and show great editorial ability; it has been beautified by a new and neat design for a figure head and a bright new dress of the latest fashion. The NAUTICAL GAZETTE is the representative marine paper of New York city, and like the MARINE RECORD, has held its own against all comers, many of whom have been run down or brushed aside from its course.

AN international maritime exhibition will be held in Havre, May 1 of next year, to be devoted to all kinds of sailing or steamships, engines, life-saving contrivances, fisheries, and the products of the French colonies. Applications to exhibit may be made to the Direction de l'exposition maritime internationale, 118 Rue de Paris, Havre.

IT has become a mania with certain papers to reflect on President Cleveland's common sense. Those papers are now firm in the belief that he will veto the river and harbor appropriation bill. There is no need to borrow trouble on this account.

LIMITED LIABILITY.

CHICAGO, May 15, 1886.

To the Editor of the Marine Record.

In your issue of the MARINE RECORD of Thursday May the 13th, under the head of "Limited Liability" you speak of Judge Dyer's decision in case of the Oconto, and that he sustained the jurisdiction of the admiralty against the argument which I presented in that case. I desire to say that after Judge Dyer's decision I applied, for a writ of prohibition in the United States court upon the same argument, and, the Supreme court granted a rule upon Judge Dyer, returnable the second Tuesday of next October, to show cause why he should not be prohibited from taking jurisdiction. Under the present rules of the Supreme court before such a rule is granted, the court requires, that a clear and strong case be made out on behalf of the petitioner for the rule, as the court does not like its business interrupted, and its calender delayed by applications of a privileged character, which take precedence of all other business, and which often, as in this case, involve questions of constitutional law of the utmost intricacy and importance.

I also desire to call your attention to the unequal effect of the English and American statutes of limited liability. In the case of the Oregon, the practical workings of both are strongly emphasized. Under the British statute, the owners of the vessel are made liable for the full value of the vessel and the freight then pending immediately before the disaster; under the American statute, immediately after the disaster, and this is the law of the forum. If the American suitor should commence his action in England, he would recover his debt; if he should commence his suit in his own country, if the vessel was a total loss, he would get nothing A curious question arises in the case of the Oregon, and that is, whether the luggage of the passenger is embraced within the statute when it speaks of "goods, wares and merchandise shipped or put aboard of any vessel." Luggage is not certainly wares or merchandise, but whether it comes under the term goods, is for the courts to decide. Recently, continental writers and the courts of England have looked unfavorably upon the statute, and the decrease of commerce, both in France and Holland, has been attributed to the improvident manner in which these countries have limited the liability of ship owners, causing shippers to seek other bottoms where they have a more enlarged security for the safety of their goods.

Very respectfully,

ROBERT RAE.

NOTICE.

CLEVELAND, O., May 5.

The Cleveland Vessel Owners' Association, operating the shipping offices at Cleveland and Ashtabula Harbor, O., for the benefit of its members, will keep its list open for a short time longer, for the admission of new tonnage. The rate for 1886, as established by the association is 3c per ton, net, custom house register for steam, and 4c per ton for sail and consort tonnage.

The certificate of membership, shown at the Chicago shipping office of vessel owners, will entitle its bearer to the benefits of that association. Any further applications for membership in our association should be made at once, as after the lists are reported to the shipping masters as complete, no other tonnage will be admitted during the season.

B. L. PENNINGTON,
Secretary and Treasurer.

FOR SALE.

Barge Mary Garrett is offered for sale. She is 80 feet over all, 20 feet beam and 7 feet depth of hold. Her custom house measurement is 78.45 gross, 74.53 net, and she will carry 180 tons of coal or 100,000 feet of lumber. She received extensive repairs during the winter and some new outfit. Price, $1,500. Address H. R. RUMSEY,

V. O. Shipping Office, Cleveland, Ohio.

[*Around the Lakes Continued from 1st Page.*]

BAY CITY.

Special to the Marine Record.

The cut of the Saginaw river mills this season is not expected to exceed 800,000,000 feet.

F. R. Merrill, of this city, who has a lease of the fisheries at Heisterman island, reports active operations for the present season. Mr. Merrill has $2,000 worth of twine stretched through the water of the bay, off the island, and on Saturday last he took his first lift of the season, about four and one-half tons. On Monday a second litt was made, the result being two tons of splendid specimens of the finny tribe. Mr. M. says everything at the island is in first-class shape.

Reports from Au Sable say lumber shipments have fallen off wonderfully this week at that port from what was anticipated. There is hardly a shipper in this place who has not had orders countermanded on account of the eight hour difficulties outside. We have been told by some of the mill men that it would be necessary for them to shut down in a short time if the embargo is not soon lifted from the lake craft. Following are the lumber freights: Bay City to Buffalo, $1.50; Saginaw to Buffalo, $1.62½; Bay City to Ohio ports, $1.25; Saginaw to Ohio ports, $1.37½.

The tug S. S. Rummage is now in commission at this port.

Captain George E. King is now in command of the tug Witch of the West.

The tug James Hay, of the Fire Tug line, has been brought down from Saginaw for service at this end of the river.

The tug Robert Boyd, Captain Frank Pearson, was put in commission Saturday. She will tow logs for the Boom Company during the season.

Dense fogs have prevailed on Saginaw Bay and Lake Huron for a few days past.

The stevedores' union up the river was nearly broken up recently by the 'longshoremen refusing to load any boats they had started, Seidel, their leader, having also given up the marshalship. But at a recent meeting they turned out, one hundred and forty men strong, and say they are still on deck for boats loading entirely at Saginaw, and they are "hustlers" too, having among their members some of the best men on the river, who have always been known to vessel men as "jobbers."

Captain Jeff Williams is now commander of the barge Tom Baker.

The steambarge Porter Chamberlain and consorts, A. T. Bliss, Ida Corning and T. H. Cahoon, came in the river Sunday, and are loading for Buffalo.

The barge Mariner came in on Tuesday with a load of cement from Buffalo at 10c per barrel.

Captain Skinner, formerly of the barge John Breden, is to command the big log boat of the Emery Lumber Company.

A large number of barges are in the river and both stevedores and 'longshoremen are kept busy.

SHAW.

KENOSHA.

The tug C. M. Charnley broke down eight miles south of this port, and was towed in here by the tug Albert Ross. Repairs were made here at once and she cleared for Chicago.

RACINE.

The coal laden schooner Maria Martin sprung a leak at Racine Friday. Twelve men worked her pump but they failed to keep her free and she sank.

DETROIT.

Special to the Marine Record.

May 18.—I am reminded that it was on or about this date in 1849 when the brig Eureka, which was converted into a barkantine, set sail from the port of Cleveland for California, commanded by Captain Wm. Munro; F. H. Freeman first mate, L. D. Burwell supercargo, and E. Beardsley steward. She had on board fifty-nine passengers and was towed out into the lake by the steamer Hendrick Hudson at midday, amid the cheers of a large concourse of citizens. The venture was of exciting interest, and the first in the history of lake records. This is reverting back well into the long ago, and it may be asked how many of that jolly crew are now among the living. I know not of one. I merely record it as a matter of interest to many of your readers, and will pass on to the current events of the week.

Aside from cheap fares there is but little of interest to note of the strife which has been going on between the steamers Idlewild and Darius Cole, and it would be difficult to determine which is the fastest boat. The Cole usually is the first to arrive here by some minutes; yet this is accounted for in that the former makes from one to two more calls on the St. Clair river. The fare has varied from day to day, and on one or more occasions was brought down to free for all either way, but at the present time 10c to 25c may be considered as the current rates, and of course both steamers meet with a liberal patronage.

In view of the pending law suit hanging over the steambarge Burlington, with reference to the loss and damages to the Star of Hope and Vanatta, she was appraised the other day at $5,300. By giving the requisite bonds she was released and left here Saturday night.

The schooner Moonlight has sailed from Port Huron for Lake Superior to be engaged in freighting thereabout the remainder of the season.

The Lake Superior steamers are now making their trips to and from that region, and on the return voyage are well freighted. Upward bound, however, the business has not fairly commenced. All things considered, there are no reasons for complaint.

The amount of lumber passing this port on steam and sail craft daily is surprisingly large, and in one instance it may be stated the aggregate quantity from 8 a. m, to 8 p. m. was upward of 10,000,000 feet. Many of the tow barges carry immense deck loads, varying from ten to fifteen feet above the rail.

The steambarge Tecumseh and two consorts called here on Saturday, the steamer to renew her supply of coal. They are all timber carriers and were on the return voyage to Kingston with elm timber from Traverse city, having in the aggregate 62,000 cubic feet.

The old Canadian propeller Argyle no longer bears that name, and in the future will class among other steambarges by the name of Glengarry. She, with two consorts, all coal laden, passed up on Thursday, and on reaching Lake Huron was unfortunate in having her foremast carried away and sustained other slight damages.

The new steamer City of Cleveland was out a few days since on the river trying her engine. In the forenoon she went down the river and returned, and so far as could be learned worked satisfactorily to all concerned. In the afternoon she left again with a party of invited guests on board, giving evidence of greater speed. She will prove a hard one to pass and otherwise it is only necessary to add she is the par excellence of steamboats.

Lake freights between Detroit and Buffalo are much the same as last quoted: Wheat 2c, to Cleveland 1¼c, Oswego 4½c. Lumber, East Saginaw to Lake Ontario at $3.25. Charters are few and far between.

W. P. Anderson, of the Dominion government, made a survey on Friday of the surroundings at Bar Point, and had four large spar buoys planted on the east bank of the channel, anchored in eighteen feet of water and are to be left on the starboard hand when entering the river. Between the first and second red buoys, on going out of the river a black buoy is planted about four hundred yards to the west, on the east side of the middle ground, in eighteen feet of water, the vessels to pass between the red and black buoy.

It is said that on the return to Saginaw of quite a number of lumber barges they will be placed in ordinary until there is an improvement in rates. At the present it is assumed no profits are realized when the dangers and risks are taken into consideration.

The schooner O. N. Bond, at the Detroit Drydock, has a new foremast. The steamer Algomah is also receiving some attentions. The new steamer Greyhound is assuming a shape in which she will soon appear. The huge boilers are on board and placed, and the work of completion hurried on. The steamship in frame will be completed by the company on their own account, the contract with the Inter Ocean Company at Chicago having been canceled, and for a few days the work ceased.

The tugs Bob Anderson, L. L. Lyon and Porter will constitute a wrecking company with all the requisite facilities in that line of business, and with headquarters at Detroit.

The schooner Young America has had her fit out for wrecking completed and painted a fiery red. John Quinn, the well known submarine diver, will have charge of all expeditions.

The barge Sylvia Morton was sold here on Friday for $500. Captain John Miner, it is said, was the purchaser.

The schooner A. B. Norris, stranded on the middle ground at Point Edward on Sunday, remaining there for several hours, but was finally released by the tug Haight.

The steambarge Republic, with her consort, the James Couch, were among the unfortunates bound up, by grounding on the bank in the St. Clair river. They were released a few hours afterward, unharmed.

The steambarge Isaac May, with two barges in tow, bound up, stranded on Grassy island, Detroit river, early on Friday morning, owing to a dense fog. The tug Park pulled her off a few hours later.

The steamers Nyack, Captain Rhynas, and Arctic, Captain Thorne, arrived Monday afternoon from Lake Superior. The former reported passing on Sunday afternoon, near Detour, the steamer Cormorant with her machinery disabled and in tow of the steamer Wocoken. The Nyack's cargo consisted of flour with the exception of 150 tons of pig iron, all of which was received on board at Duluth. The Arctic brought down 400 tons of copper from Hancock for Detroit, the two points being the confines of her route. By these arrivals it was learned that all trouble from ice from this time has virtually disappeared.

The propeller Quebec, which at present lies in thirty feet of water in the Sault river, will be again taken in hand in a few days, and taken on to Owen Sound.

The steamers Badger State and St. Paul took their departure for Lake Superior Monday night.

For a few days past the weather has been cool with strong northerly winds.

The building of the jetty of stone-filled cribs at Presque Isle lighthouse at Erie, Pa., has been let by the government to John Stang and Augustus Gilmore of Lorain, O., for $5,184.91; and that of a keeper's dwelling at Sturgeon Bay ship canal to Francis Capell, Lakeside, O., for $3,400. The Port Sanilac lighthouse tower and keeper's dwelling will be built by Charles Diem, of Albion, N. Y., for $9,170. Eight bids were received by Captain Davis, of the Lighthouse Engineers' office in this city on Saturday for a keeper's dwelling at St. Mary's Falls canal, John F. Arnott, of Sault Ste. Marie being the lowest bidder at $3,205.

The Detroit Drydock Company has commenced work on the steamship intended for the Eddy Brothers and Captain John Shaw. Her dimensions are: Keel 250 feet, depth of hold 23 feet, beam 38 feet. She will have three spars, and will be rigged so that she will be able to take care of herself without steam should necessity require. Her engine will be a fore and aft compound, and is now in course of construction at the Detroit Drydock engine works. The boilers, two in number, will be of steel, and will measure 14 feet by 9½. She will be provided with a Providence steam windlass, capstan and steam steering gear. HALL.

CLAYTON.

Special to the Marine Record.

Foggy weather is getting to be a daily occurrence on the river.

The steamer Magic returned from Ogdensburg on Thursday. She works much better after having her wheel and shaft lowered one foot.

Mr. Frank Emery, of New York, has purchased a fast sailing yacht and will soon bring her to Clayton to use at Calumet island.

Our collector, Frank D. Barker, and Mr. S. D. Johnston have succeeded in making this port a signal station which is far better than Cape Vincent, as we are at the foot of the American and Canadian channel and vessels passing up either channel, would get the benefit of the signals of an approaching storm down the lake. The flags are here and will soon be up.

Vessels wanting loads for Chicago can get granite paving stone at the Chicago Granite Works, at Thurso Grindstone island.

The schooner Hartford loaded paving stone at the Chicago Granite Works on Friday and the steamer Juniata towed her outside.

On Saturday the wind was fresh from the south, with an electric storm shortly after twelve, midnight.

Dr. Bain shipped last week six of his St. Lawrence river skiffs to the Pittsburgh Canoe Club, Allegheny, Pa., and one to Knoxville, Indiana.

The schooner John Wesley is loading granite paving stone at the Chicago Granite Works, and will leave on Tuesday. B.

ST. CLAIR FLATS.

Special to the Marine Record.

The steambarge Republic with Grace Holland and Annie Vought, bound up, grounded just after passing through the canal, above the club house, before daylight this morning, on the Canada side, and was released about 10 a. m. by the steamer Byron Terrace, plying between Detroit and Dresden, C. W.

The Canada propeller Scotia, bound up, with three barges in tow, ran aground, abreast of the Peninsular club house, and after backing and filling for an hour or two released herself and continued on up. About the time the Scotia got off the scow Ino, while working down the river, light, ran aground, abreast of where the Scotia had just got off, on the Canada side. The little steambarge Coral, from Wallaceburg, C. W., with cordwood for Detroit, went to her assistance and released her.

The passenger steamer Nellie, formerly the Handy Boy's consort, came down as far as Star island dock, in tow of the steam yacht Sprite, and rounded to on account of the freshness of the wind. We understand the Nellie is to ply on the Detroit and Mt. Clemens route. She is well calculated for that route, and presents a very tasty appearance. Success to her. She is on her way to Detroit for completion and furnishing.

McN.

PORT HURON.

Moffat & McVenn have secured control of the tug Admiral D. Porter.

The schooner Golden Rule has been undergoing repairs at the yard of Dunford & Alverson during the week.

The Evening Star will be put on the route between Port Huron and Detroit on Monday, running in opposition to the M. D. Ward.

Both the Darius Cole and Idlewild have been chartered by Sarnia church organizations to take excursions to Detroit on the 24th of May.

S. B. Grummond, of Detroit, will open an office over Thompson's warehouse. His son Nate will look after the business at this end of the route.

The propeller Roanoke is at the Wolverine drydock and will receive a general overhauling. She has been running across Lake Michigan during the past week.

The steamers Idlewild and Darius Cole are about evenly matched as regards running qualities. The Cole's machinery is new, and it is expected she will increase her speed as her machinery wears.

The barge Davis, in tow of the Ogemaw, ran across the bow of the schooner H. C. Richards while the latter was at anchor below this city. The Davis lost her foremast, mainmast, rail and part of her deck load. The Richards' damage consists of her headgear and rail forward.

SARNIA.

Scagel & Sons have completed the hull for a steam yacht. She is 43 feet over all, 8½ feet beam and 4 feet hold. She was designed and built by Mr. Scagel himself and is a beautiful model. The workmanship and material are also first class. She will be taken down to their boat house in a few days where she will remain until her machinery is placed in her. As soon as she is completed she will be taken to Georgian Bay and go into the fishing trade. Mr. Scagel has also under way two sailing yachts, which he expects to have out shortly. They will carry an immense spread of canvas and promise to be flyers.

The hull of the Frank Moffat, which still lies at the dock at Sombra, gives considerable trouble to boats wishing to land at that place.

The Sarnia Observer says the new river steamer Darius Cole made her first trip from Detroit to Port Huron. She was inspected on her arrival by a large number of people who were greatly pleased with the elegance of her furnishings and the ample accommodations her roomy decks and cabins give to passengers. The Cole is a handsome boat in every respect, and Captain Robinson and his crew will do all they can to make her popular with the public.

BUFFALO.

We take the following items of interest from the Buffalo Express: The propeller Arabia of the Western Line, on her way into port through the heavy fog on Tuesday night, steered her course too low and ran on the bar at the mouth of the creek, after lightering off a considerable amount of flour she was pulled off by the tugs Dorr, Alpha, Maytham, and Kelderhouse. She was uninjured.

Lake receipts last week included 2,224,250 bushels grain and 122,600 barrels flour. By canal was shipped 1,368,650 bushels grain and by rail 884,300 bushels. Coal shipments by lake were only 34,450 tons, and for the season 181,850 tons.

The propeller Lycoming's machinery is being repaired by the King Iron Works.

The propeller Havana and consorts Helena and Genoa are in for coal to Milwaukee, and the propellers J. H. Devereux and Wm. Chisholm and barges Favorite, Nelson, and Roscius load to the same port, all at 60 cents.

The masters of the propeller R. Wallace and schooner Columbian complain that the light keeper at Fort Gratiot failed to sound his fog whistle while they were passed during a heavy fog lately, and they only got their bearings from the locomotive whistle at Point Edward.

The propeller William Chisholm, Captain Minch, arrived at Buffalo Monday morning bringing down 83,000 bushels of corn, and making the run from Chicago to Buffalo in three days.

The propeller Cumberland broke her new wheel on coming out of Chicago and went into Mills's dock for a new one. As she takes the same size as the City of Rome she will not need to wait for one to be built.

The propeller Colorado, bound down from Green Bay, collided with a propeller, said to be the Canadian propeller Scotia, on Thursday night while off Grand River, Lake Erie. The trouble appears to have been on account of the Canadian captain first signalling to pass on one side and then on the other. Had the Colorado obeyed the second signal it is said that she would have cut the Canadian boat in two. But Captain Kenney kept his head and only received the Scotia's bow, which merely broke a stanchion in the Colorado.

The schooner Scotia, which has been tied up some time on a libel, was sold Saturday to Mrs. Dean Richmond on mortgage sale for $30,000. The libel had previously been settled. As Mrs. Richmond already held heavy mortgages on her son's vessel the transfer is merely nominal.

The Manitowoc collision, case, argued at Rochester on Tuesday, will probably not be decided for some weeks.

Testimony will be continued here on the Nicholson collision case, this time in behalf of the tug Adams.

The propeller Alaska coming into the creek from the lake met several vessels and boats passing to and from the Erie Basin and in avoiding them ran into the Lackawanna coal chutes, taking off a corner of the docks with her stern. The damage was slight.

The adjustment of the loss on the propeller Oconto has been made on the basis of $6,000, the owner to make the repairs.

The survey of the schooner Maxwell at Cleveland fixed the damages at about $8,000. Adjustment will probably be made this week.

The large arrival of lumber here prompted a question as to the relative business to be done here and at Tonawanda this season. A statement was made in reply that Buffalo would handle about 50,000,000 feet of lumber this season for parties that usually transfer at Tonawands. This is not local business, but will all go east by canal.

The Buffalo Lumber & Storage Company, a new organization, with Mr. Daniel E. Bailey as president, has rented a large portion of the Tifft farm docks, where it is proposed to do a large transfer business in lumber for outside parties. The company will probably not own any lumber, but will merely handle the lumber by the thousand or rent docks to actual dealers. People not interested in this venture are anxious to see if it will succeed, some predicting that there is no money in that style of business.

The propeller Winslow came out of Mills's dock after receiving repairs to her garboard. The St. Paul and schooner Boston were docked to stop leaks.

The propeller Queen of the West, after a long delay, will have her new boiler in shape and be ready for business in about ten days. She has a very fine boiler, which was shipped last Saturday. It is 19-32 inch steel, 9 feet shell and 16 feet long, and weighs about 25 tons.

Coal freights firm and unchanged at 60c.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record.

CHAPTER LXXI.

We conclude the events of navigation of 1867 by presenting the list of those who, from various causes, died during the year, which shows a total of two hundred and eleven, an increase of one hundred over the season previous:

Captain Gilman Appleby, an old steamboat master and owner, died at Buffalo, aged 65 years.

John Scully, seaman, was killed by falling from aloft on board the schooner Napoleon, on Lake Michigan.

Michael Gibbons, fireman, was fatally injured on board the propeller J. Barber on Lake Michigan.

Captain Thomas Vance, and son drowned from schooner Lydia Ann in Lake Ontario.

Captain R. Lanergan was drowned from schooner Pride on Lake Michigan.

Three seamen, names unknown, of schooner Rose Dousman, were drowned while going ashore in a yawl at New Buffalo.

Five seamen were lost by the schooner Merrimac foundering in Lake Michigan.

James Lavary was drowned from a sloop in Saginaw Bay.

Fifty-five lives lost with the propeller Wisconsin which burned on Lake Ontario.

An unknown seaman was lost from the schooner D. Newhall in Lake Michigan.

George Law, seaman, was killed by falling from the topsail yard of the bark Sunshine on Lake Erie.

Amos Harris, seaman, was lost from the schooner Corinthian in Lake Erie.

J. W. Morse, engineer, was killed by a fender on the propeller Dean Richmond.

George Blamford and F. P. Birkmeyer were drowned from a small boat at Chicago.

Henry ——, cabin boy, was lost from schooner Advance in Lake Michigan.

Thomas Wilson, seaman, was lost from schooner Belle City near Port Colborne.

Thomas Cumberworth, John Groesey and John Boermaster were drowned from bark Chumbusco at Grand Traverse.

Captain Horace Morley, a Lake Ontario steamboat veteran, died at Sodus Point, N. Y.

Gregory Reef, a deck hand, drowned from propeller Badger State, in Lake Michigan.

George Case, engineer, was drowned from steamer Princess at Gibraltar, on the Detroit river.

William Love was drowned from a vessel at Port Huron.

Wm. Hughes, deck hand, was drowned from steamer S. Clement, at Detroit.

Ole Samuelson, seaman, was fatally injured on board schooner Anglo Saxon on Lake Huron.

Captain Wm. H. Benson, a well known steamboat man, died at East Saginaw.

George Topish, deck hand, was lost overboard from tug B. B. Jones in Lake Huron.

Owen Johnson, seaman, was drowned from schooner Grapeshot while hooking on the boat.

Archy Cameron, seaman, suicided by hanging, on board the schooner Chieftain.

John White, seaman, fatally shot by Captain Duncanson on board bark Colonel Ellsworth.

Four seamen were drowned from a sloop, off St. Joseph.

Lewis Nelson, seaman, lost from schooner Tartar in Detroit river.

John Rooney was drowned from bark Arabia at Port Colborne.

Thomas Haller, second mate, drowned from schooner Dan Tindall, at Death's Door, Lake Michigan.

Angus McDonald was lost from schooner Oriental in Lake Ontario.

Daniel Sheal, fireman, was drowned from the propeller Rocket at Buffalo while intoxicated.

D. G. Maynard, passenger, was drowned from tug Jay C. Morse, in Lake Superior.

Captain Alex Lafferty, G. H. Johnson, Frank Lapham and Frank Day were killed by explosion of the tug H. Johnson at Saginaw.

Captain Duncan McLean, of propeller Dubuque, died suddenly on board the steamer Wave on Lake Huron.

Charles Hammond was drowned from the schooner Mary Collins at Bay City.

Wm. Dugan was drowned from schooner Eagle Wing at Marquette.

An unknown sailor was drowned from the bark Badger State at Chicago.

Mary McGarrick, cook, was drowned from schooner T. J. Bronson, while intoxicated, in Lake Huron.

Wm. Morrison and Alex McClements were lost from bark Sunnyside in Lake Michigan.

James Mullen was fatally injured on board the schooner Buckingham in Lake Erie.

John Zemmuel fell from aloft, unknown vessel, and was killed, in Toronto harbor.

Captain James Bailey, an old lake man, died at Windsor.

Harvey Williams was drowned from tug Old Jack at Cleveland.

Merritt Estes, mate, was drowned from schooner Arcturus in Lake Huron.

George Nickerson, deck hand, was drowned from propeller St. Joseph in Lake Michigan.

Captain Thomas Saulter, an old veteran, died at Toronto.

Samuel Masters was fatally injured on the steamer Harris at Buffalo.

Captain Benjamin Dove, of the schooner E. M. Carrington, died at Port Huron.

Donald Calder was lost from bark St. Lawrence in Lake Erie.

Captain Joseph Raymond died of cancer at Detroit.

Captain Wm. Ayres was lost from the schooner Huron in St. Clair river.

Thomas Curley was lost from bark Red, White and Blue in Tawas Bay.

Frank Mitchell, watchman, was lost from propeller Toledo at Toledo.

Darius Horrigan was drowned from tug General McClellan in Lake Huron.

Edward Harris was drowned from scow American Champion in Lake Erie.

Charles Brown and two other seamen, names unknown, were drowned from the schooner Barney Eaton in Lake Michigan.

Walter Sheehan, mate, drowned from the scow W. R. Hanna near Sandusky.

George Miller, second mate of the propeller Marquette, was killed by falling into the hold at Detroit.

Henry Elphicke, of bark Glenbulah, died at Chicago.

Captain Robert Pridgeon, Elijah Pridgeon, mate, John Kirchean, Wm. Bampton, and three others were killed by explosion of the tug W. K. Muir in St. Clair river.

Arthur Blackburn, mate, was lost from schooner Clara in Green Bay.

Patrick Kinsellar was lost from schooner C. C. Trowbridge at South Manitou.

Charles Andrews was drowned from the schooner J. Webber at Buffalo.

Captain Thomas Johnson, Abraham Hanson, and S. B. Hanson were drowned from the schooner Ringgold which capsized in Lake Michigan.

German sailor, unknown, drowned from scow Loon at Detroit.

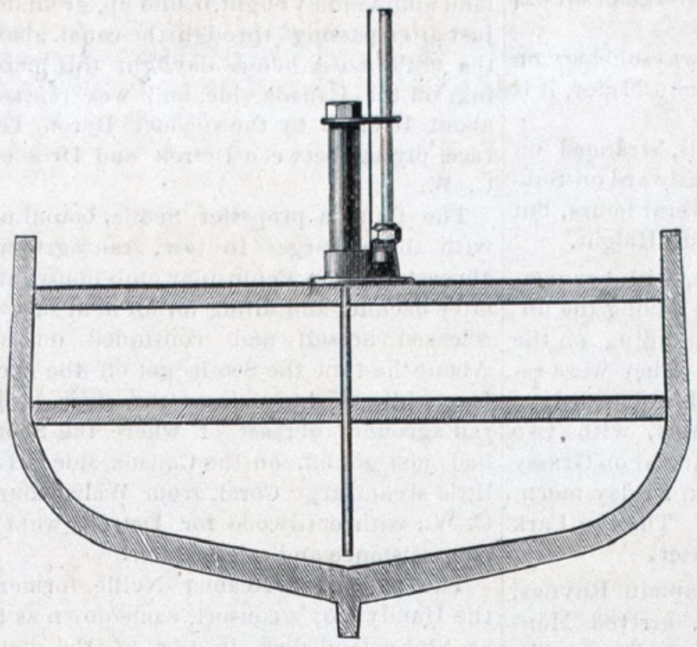

FIG. 1.

Abraham Ryerson was drowned from scow Orion in Lake Michigan.

Jerry Donahue was killed during an affray on board bark H. P. Bridge at Chicago.

Mrs. John Murphy and daughter and J. Laberday were drowned from scow Ira Mason in Lake Michigan.

Henry Wright, James Cullen, George Brew, James Mahoney, and one unknown, were lost from the barge Pacific at Grand Haven.

Three seamen, unknown, were lost with the schooner Telegraph in Lake Michigan.

Seven unknown were lost with schooner Mary Elizabeth in Lake Erie.

John Latheria was drowned from the schooner U. S. Grant in Lake Michigan.

Two seamen, unknown, were lost from propeller Waukazoma at Kalamazoo.

Henry Gregory was drowned from propeller Dubuque at Detroit.

R. Fleming, seaman, was killed by falling into the hold of the bark H. B. Bridge at Buffalo.

John Jones, colored fireman, was drowned from propeller Rocket in Green Bay.

Cornelius May, seaman, was drowned from the schooner Persian in Lake Ontario.

James Connor, seaman, was drowned from schooner Union at Milwaukee.

Thomas Hillman, seaman, was drowned from an unknown vessel at Oswego.

Jerry Baldwin, deck hand, was drowned from the tug Winslow in the St. Clair river.

Perry Walsh, mate, was drowned from the schooner Clipper City in Lake Michigan.

John Wilson, deck hand, was drowned from tug Hector in the St. Clair river.

John Brenkle and Joseph Roberts, seamen, were drowned from a yawl boat at Chicago.

Cyrus Gates and Frederic Pierce, seamen, were drowned from bark P. S. Marsh, off Long Point while reefing.

Captain Thomas Richardson and crew of six men were lost from brig General Worth, which waterlogged in Lake Erie.

Two seamen, names unknown, drowned from the schooner Kate Doak at Pere Marquette.

George Kelley, seaman, was drowned in Toronto harbor.

Daniel F. Smith, seaman, was drowned from schooner Mazeppa at Point au Pellee.

John Williams, colored, deck hand, killed in an affray on board the propeller Adriatic; place not stated.

Three seamen, names unknown, were drowned from steamer Wolverine in the St. Lawrence river.

Captain James Coughlin was drowned from a barge at Chicago.

Herbert Stevens, seaman, was drowned from schooner Admiral in Toronto harbor.

John Hourigan, seaman, was drowned from a scow at Detroit.

Howard Brown, deck hand, was killed by a fender on board the steamer Daniel Ball at Grand Haven.

Levi Larron, engineer, was fatally scalded on board the propeller City of New York; place not stated.

Charles Evans, seaman, was drowned from schooner Grenada at Port Colborne.

Dennis McCarthy, seaman, was drowned from schooner Algerine at Beaver island.

Two seamen, names unknown, drowned from sloop Explorer at Cove island.

Orrin Phillips, Wm. Johnson, Wm. Davis, Samuel Johnson, and one unknown, were drowned from propeller Owego in Lake Erie.

Unknown seaman from scow Black Rover at Cleveland.

John McGun, was killed by falling into the hold of the propeller Edith on Lake Huron.

Of the foregoing, nine were from natural causes, two hundred accidental, three were murdered, and one hundred were unknown. The ages of very few were given.

SMETHELLS' BILGE-WATER INDICATOR.

The following described improvement in bilge-water indicators is the invention of John F. Smethells, of Chicago, and is intended to accurately show any increase in water in vessels, mines, quarries and tanks. Referring to the cuts, Fig. 1 shows a cross vertical section of a vessel with the indicator in position for service, and Fig. 2 represents a front elevation of the device. The indicator is mounted upon deck and connected with the bilge water by means of an air pipe. This pipe is threaded into the base to secure an air-tight joint. The base is provided with a cup-like projection having an opening through it and furnished with a screw thread by means of which a pipe is threaded therein. This pipe conducts the air from the bilge and discharges it from the upper end into a hollow cylinder, also screwed into the base. A chamber for oil is provided in the base and extends some distance into the cylinder and into a glass tube. A screw cap shown at the top of Fig. 2 is screwed down upon the upper end of the cylinder, forming an air-tight joint, and is provided with a flange which has a round vertical opening to admit the glass tube mentioned, and an oblong rectangular opening for the upper end of a graduated plate, as shown. This plate is recessed into the base, giving it fixedness. In use a non-volatile oil should be employed. The glass tube is connected with the oil chamber by means of a screw nut upon an upward hollow projection of the base, suitable packing being used to render the joint oil tight. The operation is as follows: When the bilge water rises into the lower end of the air pipe leading from the bilge to the base of the indicator and compresses the air in that pipe and in the pipe which discharges into the cylinder, as well as in the upper part of the latter also, the air so compressed forces the oil in the lower end of the cylinder downward and at the same time the oil in the glass tube is forced upward, so that the height of the oil in the latter indicates the depth of water in the bilge. This height is indicated on the graduated plate which is placed just behind the glass tube. The device is simple and effective, and can be easily taken apart and cleaned, as required. It is manufactured by R. E. Hills, corner of Wells and Michigan streets, Chicago.

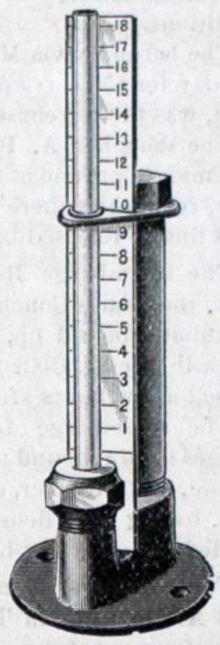

FIG 2.

Captain D. B. Dobbins, superintendent of the United States life saving service for this district, has returned from a trip to Lake Ontario stations. He reports that high water all along the lakes is becoming a serious matter. Big Sandy station, at the foot of the lake, is nearly submerged, and part of the new station at Charlotte has been washed away lately. He is advised that this state of things prevails also on Lakes Erie and Michigan, and he believes there is a gradual rise of water on the lake shores generally. Such at least is indicated by reports from the stations. It is nothing new to say that the water is gradually rising in Chicago. The statement that lower lake ports are also to suffer from this cause, if it proves true, is one of no passing moment to lower lake towns. Such fears are expressed that a scientific investigation only can allay.

Nickel plate excursion to Chicago and return. Special low rates from Lorain, Bellevue, Fostoria, and all intermediate stations. Goes on regular train, Pullman day coaches. No change of cars. Baggage checked free. Tuesday, May 25. Call on company's agents for all information. Excursion ticket good seven days.

It is safe to presume that of the $15,000,000, appropriated by the river and harbor bill, recently passed by the house, $7,000,000 will be applied in a manner that will do the commerce of the country great good; and that all of the funds appropriated for specific ports on the lakes and lake rivers will be put into use as soon as it is available for much needed improvements.

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ROBERT RAE,
Admiralty and Insurance Law Office,
Room 37 Merchants' building, CHICAGO, ILL.

WM. H. DeWITT,
Attorney and Proctor in Admiralty.
ROOM No. 6, BLACKSTONE BLOCK.
CLEVELAND, OHIO.

GEORGE E. HALLADAY.
Attorney and Proctor in Admiralty.
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Vessel Agent and Broker,
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Special Attention Paid to Chartering Vessels, and seeing that they get dispatch in Port.
CORRESPONDENCE SOLICITED.

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VESSEL AGENT AND BROKER,
Duluth.
Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at Duluth, Agate Bay (new iron ore port), Port Arthur, Washburn, Ashland, and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

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MANAGING OWNER
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Ship Brokers, Vessel Owners and Agents.
[ESTABLISHED IN 1856.]
H. J. WEBB & Co., will charter Vessels for Lake Trade. Special attention given to Chartering Vessels in the Lake Superior Iron Ore Trade, both for the season and single trip.
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TELEPHONE { Office, No. 338. Residence, No. 1328.

WARNER & BECKER,
Vessel Agents and Brokers,
ROOM 10,
Arcade B'ld., 101 St. Clair St.,
CLEVELAND, OHIO.

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, May 15, 1886.

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended May 8, 1886:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
135,881	....	Sc.	Etta,	45.41	43.14	Vienna, Md.
95,877	.....	Sc.	H. A. Hawgood,	1276.53	1212.71	Bay City, Mich.
76,621	. . ..	Cat.	James Humphrey,	9.86	9.37	Patchogue, N. Y.
76,622	.....	Sl.	John W. Caswell,	9.93	9.43	Waldoboro, Me.
91,833	.....	Sl.	Mary E. Stone,	10.79	10.23	Gloucester, Mass.
91,835	K D H V	Sc.	May Flower,	113 87	108.18	do do
116,096	.....	Sc.	S. J Dickson,	30.07	28.57	Pascagoula, Miss.
116,097	K D H W	Sc.	Samuel Dillaway,	811.34	770 78	Bath, Me.
81,109	K D H T	Sc.	Van Name & King,	735.73	698.85	New Haven, Conn.
161,552	.....	Sc.	William Emerson,	85.68	81.40	Boston, Mass.
			STEAM VESSELS.			
135,880	.....	St. p.	Everett,	85.58	85.58	St. Paul, Minn.
91,834	.....	St. s.	Major Ulrich,	12.99	6.76	New York, N. Y.
155,124	.....	St. s.	Ossifragr,	383 58	247.63	Bay City, Mich.
150,368	.....	St. s.	Peter Coates,	32 45	20.15	Saugatuck, Mich.
			UNRIGG'D VESSELS			
51,158	.....	C. bt,	M. J. Costello,	.....	.....	Whitehall, N. Y.
57,885	.....	Barge.	Samuel J. Clark,	143 67	136.49	New York, N. Y.

GLOBE SHIPBUILDING CO.,

Build Iron & Steel Boats of Every Description.

Builders of Iron Steamers Onoko, Wm. Chisholm, J. H Devereux, Passenger Steamer Darius Cole, Steamyacht Twilight, Iron Tugs International and Record.

OFFICE AND WORKS, OLD RIVER ST., CLEVELAND, O.

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MONTPELIER, OHIO. }

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CORDAGE, OAKUM, WIRE ROPE,

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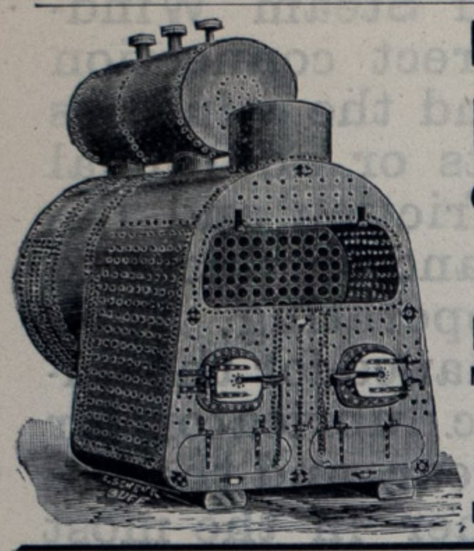
RUSSIA BOLT-ROPE,

Flags, Buntings, Cotton and Flax Ducks,

MARINE HARDWARE, SHIP CHANDLERS' GOODS GENERALLY.

34 and 35 South-st, New York.



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High and Low Pressure

Marine, Stationary, Portable, Locomotive and Upright Boilers; also, Salt Pans, Smoke Pipes and Heavy and Light Plate Iron Work of all Descriptions.

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Is especially prepared for MARINE use. It is far superior to tallow for slushing down spars, and can be applied without heating; gives them a fine, glossy appearance; is better than oil for lubricating Windlasses, Steering-gear, etc.

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Read the following commendation of Cambridge Coal: This is what they all say who try it. Sold only in Detroit by

O. W. SHIPMAN;

Dock next to Hodge's Iron Works---Prices always as low as the lowest.

GIVE THE COAL A TRIAL.

MICHIGAN CENTRAL RAILROAD COMPANY,

DETROIT, MICH., May 12, 1886.

O. W. SHIPMAN, Esq.:

Dear Sir: In regard to the matter of coal, we strongly suggest that the coal furnished by you to the Transfer Boats is much better and cheaper than any other coal we get. We are safe in saiyng that it is 25 per cent cheaper and better for our use. It burns to an ash, makes no clinker, and we get quicker steam with less coal than in the use of the other coal. Resp'y yours,

J. R. INNIS, Sup't. M. C. Ferry.
JOHN WESTAWAY, Chief Engineer M. C. Ferry.

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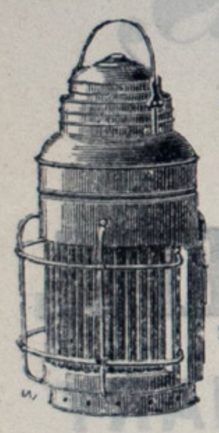
For Steamers and Sailing Vessels.

PATENT FLUTED LENS AND PERFECT COLORS.



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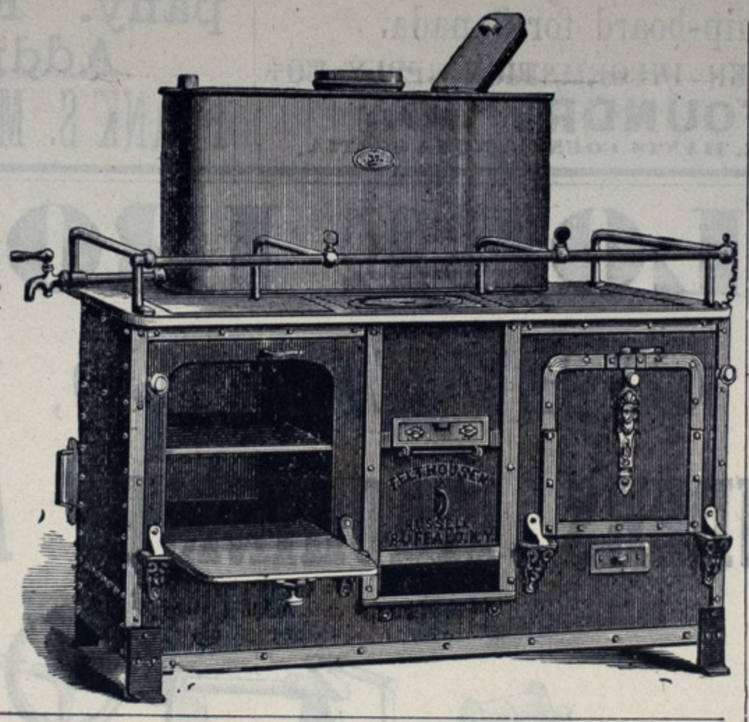
139 & 141 MAIN ST., BUFFALO, N. Y.



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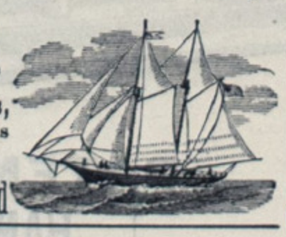

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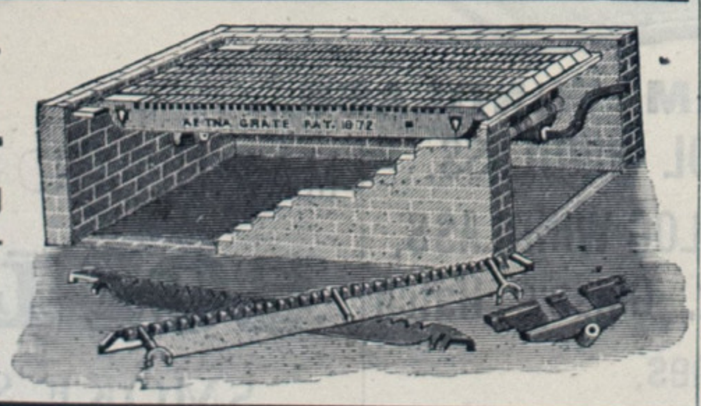

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A1 TUG FOR SALE.

This tug is 52 feet over all, 13 feet 3 inches beam, and 6 feet 6 inches depth of hold. Engine, 13x14; steel boiler 4 feet 6 inches diameter by 9 feet long. The hull was built by Geo. H. Notter, Buffalo, and is an excellent model and well built. The tug is nearly new, having done only five month's work since she came out new last summer. She has a poop deck and finished cabin fore and aft, and classes A1. Price, $4,300. Address MARINE RECORD OFFICE.

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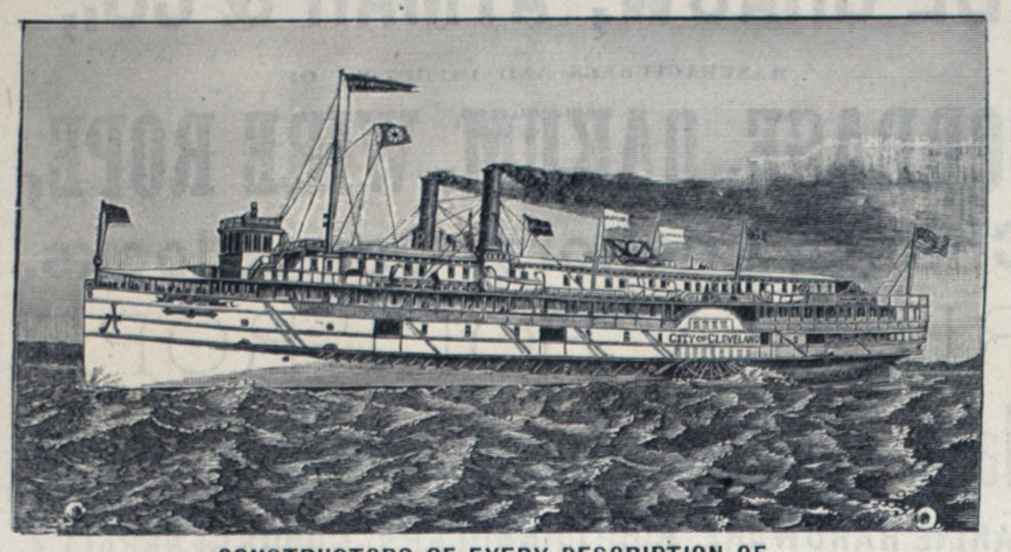

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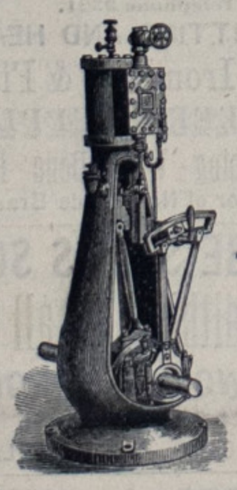

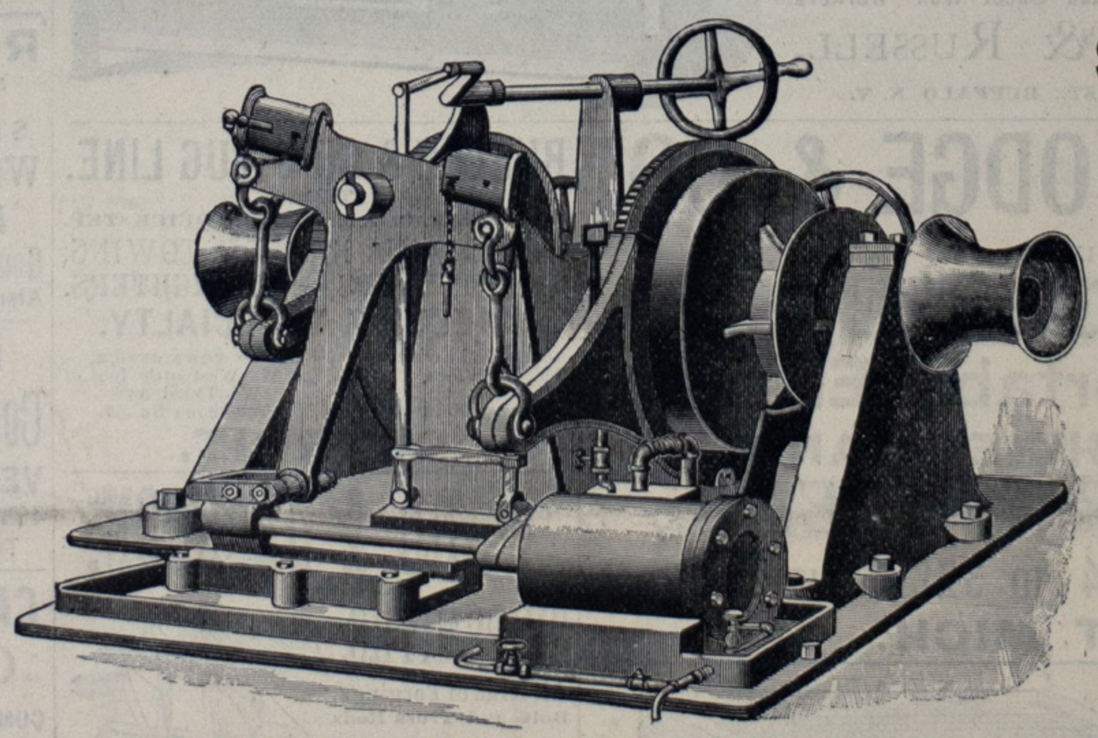

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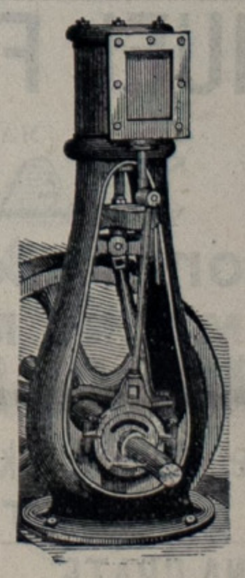

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